SOBBLED BY THE BIG FOUR

Such Will Likely Be the Fate of the Ohio Southern if Signs Do Not Fail.

An Interchange of Traffic First, and a Lease or Purchase Later On-The Alton Throws Another Stone at Chairman Caldwell.

A remark was dropped yesterday by a prominent railroad official which indicates that some important deal is pending between the Big Four and the Ohio Southern road. E. A. Peck, general superintendent of the Big Four lines, returned from Chicago at 3 P. M. yesterday, and found a telegram asking him to come with Superintendent of Transportation Rose at once to Cincinnati, and they proceeded to that city. Mr. Peck, when pressed to reveal the cause of this summons, said, with s smile, that he hardly knew, but it must be important, judging from the unexpected summons. Later it was learned that the two officials were called to Cincinnati to arrange for an interchange of traffic with the Ohio Southern, which usually means with President Ingalis, sooner or later, the securing of the road by lease or purchase. The Ohio Southern connects with the Big Four at Springfield, and is probably worth as much as part of the Big Four system as it possibly could be to any system of roads. It gives the Big Four an excellent coal road, well built, well equipped and doing a good business, but bonded so deeply that it will be some years, under the most favorable circumstances, before it could become a dividend payer.

Four Dollars to Be the Rate. General Passenger Agent Charlton, of the Chicago & Alton, has followed his attack on the lines in the Western Passenger Association with a supplementary communication to Chairman Caldwell, in which he

In my letter to you on the 16th inst. I omitted to advise you of what, however, you are doubtless as well aware of as I am, that some time ago, and at a time when there was no reasonable excuse for so doing, the Burlington road contracted a St. Louis Knights of Pythias rate at \$4 from St. Louis to Kansas City and return. At the time this was done, and still later, and when I wrote you on the 16th inst., I was urged to make an open rate of \$4 from St. Louis to Kansas City and return because of this private rate made by the Burlington, unnecessarily and in violation of the association agreement. I am just in reour general Western passenger agent at St. Louis, and which must be interesting to you After your decision that the rate for Knights of Pythias from St. Louis to Kansas City and re-turn must be \$5: "The Missouri Pacific has notified brokers that the Knights of Pythias rate will be \$4. Its city ticket office has also quoted the same rate to two people whom we sent there to make inquiry."

Mr. Charlton does not say whether his company will meet this rate or not, but the supposition is that it will. Nearly all the roads directly interested have decided to meet the Alton's rates between Chicago and Kansas City, quoting \$5 for the roundtrip and \$3 for the single trip. An exception is the Rock Island, which has taken no action as yet. The Chicago & Great Western announced to-day that it would not meet the rate, as to do so would be to cut the rates over its line between Chicago and St. Paul and between St. Paul and Kansas City, which it cannot afford to do.

The Gem Railroad of the West, Said a railway attorney of prominence: "It strikes me as being unwise in the owners of the Cincinnati, Hamilton & Dayton lines to saddle on to the road several poor roads. The C., H. & D. proper is the gem road of the West, either as a passenger or freight line. Its earnings will operate the road, pay its fixed charges and place it in the best possible physical condition, and then pay 12 percent, per annum dividends to its stockholders. That this is no exaggeration, is evidenced in the manner it has arisen from the back-set of the Ives-Staynor deal." The speaker doubted if there was another road in the country which would have so soon overcome this financial trouble, certainly not one in Ohio, Indiana or Illinois, but he feared that this saddling poor roads on the C., H. & D. meant financial trouble to the company. So far as the Cincinnati, Ironton & Dayton and the Cincinnati, Dayton & Chicago roads were concerned, he thought that if properly handled they would not be a bur-den, but he was satisfied that some of the roads, the Cincinnati, Jackson & Mackinaw being one of the number, would, if acquired, become elephants on the hands of the Cincinnati, Hamilton & Dayton com-

May Appeal to the Court. There was talk in Chicago yesterday of laying the whole passenger ticket-rate war before United States District Attorney Milchrist, with a view to securing indictments against the passenger agents for selling cut-rate tickets to scalpers. Representatives of the Santa Fe's competitors will discuss the question of invoking the aid of the law with Mr. Milchrist to-day. It is claimed there is ample proof to show that the scalpers are securing tickets to western points at much less than the published tariff rates. This, it is claimed, is a plain discrimination against the public and in violation of the provisions of the inter-state commerce law. Special agent Frank Kretscham, of the inter-state commission, when questioned about the matter last evening, said that if a complaint was made to him he would make a thorough

Personal, Local and General Notes. The C., C., C. & St. L. earned in the first week of August \$323,115; increase over the corresponding week of 1891, \$2,322.

In the month of July the Indiana Car-service Association handled 27,947 cars, with an average detention of 1.72 days. Three small stations on the Evansville & Terre Haute road last week shipped ninetyseven car-loads of melons northward.

Albert S. White, general freight agent of the Big Four, who has been off on a pleasure trip for a few days, returned yesterday. The station on the Pittsburg, Cincinnati, Chicago & St. Louis road (Pennsylvania

line), heretotore known as Oxford, has been changed to Isleta.

Four more freight engines of the Chesapeake & Ohio road were received yesterday and put in service on the old Bee-line division of the Big Four.

The Erie and the Big Four are meeting the Pennsylvania low rates to Kausas City, but the Nickel-plate and the Lake Shore will not enter into the warfare.

The Indianapolis & Vincennes this year carried 4,812 more persons to Bethany Park camp-meeting than last year. Every year there is a marked increase in this business. C. C. Waite, president of the Columbus & Hocking Valley road, and party returned vesterday from their Alaskan trip. Mr. Waite's health is greatly improved by the much needed rest.

General Manager Carroll, of the Queen & Crescent road, and the train men are this week adjusting their grievances; none are of so serious a character as to cause any trouble, it is stated.

The passenger business of the Michigan division of the Big Four, this season, it is stated, has been 50 per cent. heavior than last year, Northern pleasure resorts never having been more popular.

J. B. Paul, superintendent of the Rio Grand division of the Texas Pacific road , is in the city visiting friends. Mr. Paul was formerly a passenger conductor on the Indiana, Bloomington & Western road.

Notice has been given by the Illinois Central that it will make a rate of \$.5 from Chicago to New Orleans and return on account of the Sullivan-Corbett prize fight. Tickets will be good from Sept. 3 to 7, in-

The criticisms on General Passenger

Agent Horner, of the Nickel-plate, have be-

come so abnoying to him that in defense he says upon investigation it would be found that in every case in which the Nickel-plate is accused of cutting rates it was done to meet the action of competitors. H. C. Parker, traffic manager of the Lake Erie & Western, states that both the wheat and oats crops are beginning to move more briskly, and unless the strike troubles at Buffalo interfere the shipments by next week will be very heavy and will make use for all the cars that can be commanded. George Matthews, train-master of the

Chicago & Indiana Coal road, succeeds Mr.

Stillwell as train-master of the Chicago & Eastern Illinois, and in turn is succeeded on the C. & I. C. road by G. H. Fisher, of Brazil, Ind., and R. M. Rogers becomes chief train-dispatcher of the C. & I. C.

J. D. Gibson, general inspector of the Pullman company, was in the city yesterday, and in company with local Superintendent Leyton gave matters an inspecexensionists are back two very fine Puilman care are to be put on, to run nightly tetween Indianapolis and Evansville over the Vandalia and the Evansville & Terre

The corps of engineers making the survey for a road to parallel the Evansville & Terre Haute reached Evansville Saturday last, and are still there awaiting orders. It seems to be difficut to find any person who knows what party is behind the enterprise, or what need there is of the road. The general belief is that it is a bluff to force President Mackey to make some con-

Those well informed as regards the affairs of the Penusylvania Railroad Company have but little confidence in the report that George B. Roberts, president of the company, is to be ousted-A. J. Cas-satt to be his successor. It is doubted if there is to be any change, but if such is the case Frank Thompson, the first vice-president, will be the compromise man for the presidency.

William Baugh, now in the employ of the Vandalia, reached his seventy-second year yesterday. Mr. Baugh began railroading as fireman of the first engine run on the Madison & Indianapolis road, in 1844. George Ramsey was the engineer. Mr. Baugh ran the engine which hauled the first train from Indianapolis to Terre Haute. At present he is the general utility man about the round-house and its yards at Terre Haute.

The report of J. B. Eckman, secretary of the joint weighing and inspection Indianapolis bureau, for July, shows that the roads centering here gained 13,462, 500 pounds, on which the increase in revenue was \$10,-218.21; increase over July, 1891, 3,196,200 pounds, increase in revenue this year, \$460.10; increase through weighing and inspecting platform freights, 181,639 pounds, increase in revenue on both car-load and

platform freights, \$11,034.68. The resignation of W. H. Van Tassel as general superintendent of the Ohio Southern road is another evidence that the prop-Tassel was formerly chief train despatcher on the Indiana, Bloomington & Western road, and was placed in the position he now vacates by the Corbin-Fairbanks syndicate when they came in possession of the property. J. P. Ramsey, who succeeds him as superintendent of the Ohio Southern, is brother of Joseph Ramsey, jr., and was but recently appointed engineer of maintenance of way of the Ohio Southern.

Three of the new Pullman cars which the Pullman company is building for the Pennsylvania lines are to be put on to run between Indianapolis and New York, the first of the three being put on yesterday, going east on train 20. The car is named the "Orchis." While resembling the ordinary Pullman on the exterior, its interior is gaudy and expensive, and its equipments are perfect in every respect. A number of new features for ventilation, furnishing water for different purposes, putting on the air-brakes inside the car and numerous other devices make it a convenient, comfortable car.

PERSONAL AND SOCIETY.

Mrs. L. A. Koehne, of Orlando, Fla., is visiting her father, Mr. Frederick Baggs. Mrs. Charles E. Jadson returned yesterday from a ten days' visit to Maxinkuckee. Miss Lottie Lee, of Chicago, 18 visiting Miss Josie Commons, on North Alabama

Mrs. Bloomhuff and grand-daughter Josephine have gone to Maxinkuckee to spend a fortnight.

Mr. and Mrs. Charles Williamson and daughter left yesterday for Detroit and the northern lakes.

Attorney-general and Mrs. W. H. H. Miller are guests of Mr. and Mrs. John B. Elam, at Maxinkuckee. Mrs. W. P. Maine and children have re turned from the East, where they have

been spending the summer. Mr. John Blackledge and Miss Irene Blackledge have gone to New York and the East, to be gone some weeks. Mr. and Mrs. Samuel E. Morss left yes

terday for Cleveland, and from there will take the lake trip to Duluth Miss Ida Frances Bedell and Miss Stella Ridgeway are spending the season in a cottage at Lake Minnetonka.

Mrs. Charles Arms and daughter, of Brooklyn, are guests of Mrs. and Miss Williamson, on North Alabama street, Mrs. A. R. Loag, who has been visiting friends here for a few weeks, returned to her home in Fort Wayne yesterday.

. Mr. Theodore Groll, the artist, accom-panied by Mr. Albert Lieber, left yesterday for a Western trip. Mr. Groll goes to Mrs. J. T. Means, of Effingham, Ill., who has been visiting her daughter, Mrs. C. G.

Whitridge, for a month, returned home yes-Mrs. Emma Winsor and Miss Anna Dunlap, who have been in the city for a few

days, returned to their home in Illinois yesterday. Mr. and Mrs. R. B. F. Peirce and son Edwin, and Mr. Louis Wheeler, of Ply-

month, left yesterday for Eagle River, W18., on a fishing trip. Mrs. Charles Rockwood ret urned yesterday from Virginia, where she has been attending a family rennion, accompanied by

her sister, Mrs. Edward Carey, of Chicago. Mr. Maurice Loeb, who has many friends in this city, and Miss Cora Lieberman, both of Philadelphia, will be married at the home of the bride's parents, in that city,

Miss Lucie H. Jacobs and Master Willie Jacobs have returned from a stay of several weeks at Pine lake, Indiana. Miss Petitdidier is spending the remainder of the summer at the Marden Cottage, Rye beach, New Hampshire., and will return here about Sept. 10.

Mrs. Lewis Jordan and Mrs. W. W. Knight gave an informal reception yesterday afternoon, at their home on North Delaware street, in honor of Mrs. R. R. Parker and daughter Elizabeth, of Brooklyn, former residents of this city. The gathering was a happy one of old friends and acquaintances.

BRINKMEYER-DUNMEYER. The German Lutheran Church was the scene, last night, of the marriage of Miss Lizzie Dunmeyer, daughter of Mr. Frederick Dunmeyer, and Mr. Edward Brinkmeyer, Rev. Seuel, pastor of the church, officiating. The wedding march was played upon the organ by Mr. Parr and the wedding music was sung by the two choirs, of which the bride and groom have been members for a number of years. Messrs. William Spreng and Seorge Dunmeyer acted as ushers and preded the bridal party. The attendants were Miss Nettie Donmeyer, who were a pretty dress of white crape, trimmed with point gaze lace and carried bunch of yellow roses, Mr. Henry Dunmeyer, and two little flower girls, Flora Brinkmeyer, who were a dainty dress of pink China silk and carried a basket filled with pink roses, and Miss May Dunmeyer, who wore a light blue China silk dress trimmed with ribbons, and carried a basket of yellow roses. The bride's dress was of exquisite cream white bengaline trimmed with ribbons and point de gaze lace, and she carried a bouquet of Bride roses. Following the ceremony a reception to about two hundred guests was given at the family residence, No. 266 East Ohio street. The house was decorated with palms and flowers, and the Aurora mandolin and guitar clubs furnished the music. Many handsome gifts were sent from friends in this and other cities. Among the guests from out of town were Mr. and Mrs. John Balsmeyer, of Teledo; Mr. and Mrs. Theo. Banmgart, of Chicago; Mrs. Frederick Schildmeyer, of Evansville: Mr. and Mrs. Edmund Seuel, of St. Louis; Mr. and Mrs. William F. Piel and daughter, of New York. Mr. and Mrs. Brinkmeyer will be at home to their friends

LIEBRICH-MICHAELIS. The marriage of Miss Lena Michaelis, daughter of Mr. and Mrs. John Michaelis, and Mr. Louis J. Liebrich occurred last evening at the family residence, No. 654 North Tennessee. Rev. Anton Shideler, of St. Mary's Church, performed the ceremony. Miss Rosa Michaelis played the wedding march as the bride and groom entered the

after Sept. 1, at No. 686 East Ohio street.

parlor, attended by Mr. John and Miss Lillie Michaelis, brother and sister of the bride. The bride and her sister each wore tasteful gowns of gray cloth. white roses The former carried and the latter pink roses. They stood between the windows, which were decorated with ferns and flowers. After the ceremony congratulations were extended and supper was served. Mr. and Mrs. Liebrich left at 11 o'clock for northern Indiana, and after a short visit will go to Chicago to re-

BEFORE THE TAX BOARD.

I., D. & W.'s Statement Presented-Other Corporations Ask Further Time.

A short session of the Board of Tax Commissioners was held yesterday in the afternoon. Nothing was done in the morning because there was no one present with complaints and there was nothing to do. In the absence of Governor Chase and the Secretary of State, Auditor J. O. Henderson called the body together a little after 2

The appeal of the Postal Telegraph Cable Company from the St. Joseph County Board of Review was set for hearing, but did not appear, as was that of the Citizens' National Bank of Wabash, which, in turn, was not represented.

J. V. McNeal, auditor of the Indianapolis, Decatur & Western railroad, was placed in the surgical chair with a statement protesting against the repetition of last year's assessments on that road. Mr. McNeal's statements were brief and recited all the road's grievances concisely. He had been auditor of the road since 1880. and knew all about it. His statements were, in short, that the road extended from in-dianapolis to Decatur, Ill., and passed through no county-seats or good towns in Indiana. It had no timber. stone, coal or agricultural products in this State to speak of for its sustenance. The road depended on its Illinois traffic for its existence. The Indiana traffic would not pay the expense of moving its cars. The rood extended over about seventy-five miles in Indiana and the same distance in Illinois. Last year the gross earnings in Indiana were \$169,126. The road had been assessed at \$1,498,326 last year. The assessment had amounted to 7.4 per cent. of the road's gross receipts and it was impossible for any road to stand such a tax. The road bad been assessed last year far more than it cost twelve and one-half years ago, since which time the road had been in the guardianship of the courts and nothing new had been added to it. The road has been built on the proceeds of \$820,000 worth of bonds at 82 per cent. As this statement was not in the affidavit, at Colonel Walker's instance the addition was made by Mr.

State Auditor Henderson read a telegram from the Citizens' National Bank at Wabash, asking to be heard to-day. One was also read from the Nickel-plate rail-road, which will be heard to-day also, through its attorney, Robert Bell. Mr. William Fisher, attorney, appeared for a personal case, resting an appeal from the Monroe county board, where, through a mistake, an old German gentleman's taxes had been raised \$10,000 over and above his possessions. The case will be heard on the day set for Monroe county appeals, viz., Ang. 24.

The Postal Telegraph Cable Company's case was called, and, as there was no response, an adjournment was taken until 9 o'clock this morning.

PENSIONS FOR VETERANS,

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the follow-

ing-named Indianians: Original-Alvin Arnold, John Freco. Thomas J. Kessler, Wm. F. Ferguson, Absalom Thornton, Chas. N. Burge, William Woodall, Eli Bucher, Geo. Weston, Samuel Landers, John F. Richardson, Jas. M. Elliott, Samuel Miller, Robert Washington, Jonathan T. Rogers, Henry S. Mc-Farren, Jos. L. Burr. David F. Spees, Charles Drake, Samuel W. Thomas, George W. Sharp, Samuel Johnson, Jas. A. McElroy, Jas. B. Car-ney, Chas. J. Botts. Additional—John Seifert, Isaiah Lehman, Mathias Singer. Increase— Isaac D. Harter, Benedict J. Queen, Charles Y. Ross, Jeremiah Mathis, Wm. W. Nicholson, Hezekiah Johnson, Joshua Leonard. Original widow—Catherine I. Cook.

TO RESIDENTS OF ILLINOIS. Original-Josiah Miller, Nathan Thorp, James Cupples, George W. Varvil, John Lord, John White, James T. Bell, Charles Turpin, William E. Powell, James H. Williams, Thomas Robinson, James Creusen, William Hill, Alfred Clark, Wellington Talb t, Alex. Daniels, Joseph Yarnell, William H. Dooley, James Gibbons, Lowis T. Wills, William A. Shain, John Jergens, David H. Wagner, James L. Elliott, Eli H. Gale, William J. Nutt, Andrew J. Faulkner, Thomas Darrell, Stephen Byrum, Thomas Stead. Additional-Alfred H. Rockwell, Frank F. Noxon, Jacob Warntz. Increase-Samuel J. Richards, Jacob H. Strawn, George W. Shesberry, Thomas Byrne. John W. Beckshire, John Black. Original widows, etc.—Clarissa Doty, Mary B. Allton.

How to Feed Horses,

All horsemen will be interested in the reports of a feeding trial with horses which has been carried out by Prof. J. W. San-Horsemen have generally been in the habit of believing that when grain, especially meal and more especially such meal as cornmeal, is fed to horses alone or minced with hay, it tends to form a compact mass in the stomach and produce indigestion. Two lots of horses were fed pearly three mouths, one with hay and grain mixed, the other with hay and grain separately. At the end of this period the food was reversed, and the horses were fed some two months more. The division of hay and grain into separate feeds gave better results than the mixed bay and grain feeds, on which the horses did not maintain their weight so well. Professor Sanborn accounted for this by the fact that the timothy hay when cut fine with its sharp, solid ends irritated and made sore the mouths of the horses, and possibly induced too rapid eating, and when the hay and grain were moist the animals would be likely to eat more rapidly than when fed dry. In another trial, which covered feeding cut against whole hay to horses, the result was decisively in favor of out hay. The difference in weight of the horses was 115 pounds in favor of cut clover for the four months and a half of the test. Clover hay and lucern, unlike timothy hay, do not present sharp, solid cutting edges.

Slip of the Tongue, Memphis Appeal-Aval anche. The Heil Gate Republican Club has been organized in New York in the interest of Harrison and Reid. The members ought to be supplied with Sheolian barps.

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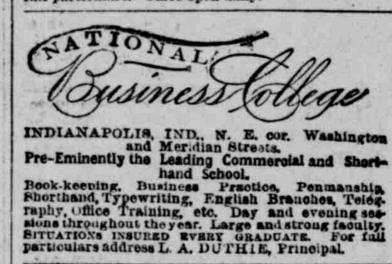
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